

# GENERAL NOTES

## CONSTRUCTION SPECIFICATIONS:

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIALS SPECIFICATIONS DATED JANUARY, 2023, AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

## DESIGN SPECIFICATION:

THE STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION FOR STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE OHIO DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL, 2004.

THE CLASS OF CONCRETE AND THE GRADES OF REINFORCING STEEL FOR PROPOSED CONSTRUCTION ARE AS FOLLOWS:

CONCRETE - MICROSILICA MODIFIED PER SS 848, COMPRESSIVE STRENGTH 4,500 PSI (SUPERSTRUCTURE OVERLAY)  
CONCRETE - CLASS QC2, COMPRESSIVE STRENGTH 4,500 PSI (SUPERSTRUCTURE FULL DEPTH REPAIR)  
CONCRETE - CLASS QC1, COMPRESSIVE STRENGTH, 4,000 PSI (SUBSTRUCTURE)  
REINFORCING STEEL - ASTM A615 OR A996 - GRADE 60

## DESIGN LOADING

HS20-44 (CASE I) AND THE ALTERNATE MILITARY LOADING

## EXISTING STRUCTURE VERIFICATION:

THE ORIGINAL CONSTRUCTION PLANS ARE AVAILABLE ON BID EXPRESS.

DETAILS, DIMENSIONS, AND ELEVATIONS SHOWN ON THESE PLANS PERTAINING TO EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE.

CONTRACT BID PRICES SHALL BE BASED UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES WHICH SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

## SEQUENCE OF CONSTRUCTION

DURING INSTALLATION OF FALSEWORK AND FULL DEPTH REPAIR FORMWORK, SHORT TERM STATIONARY ZONES ARE ANTICIPATED. CLOSURES SHALL BE PERMITTED LANE CLOSURE CHARTS.

ALL WESTBOUND AND EASTBOUND MAINLINE TURNPIKE TRAFFIC SHALL BE SHIFTED TO EITHER THE LEFT OR RIGHT AS DETAILED ON OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARD DRAWING TCR-2, TCR-12 AND TCR-14 AS NECESSARY TO PERFORM CONSTRUCTION ACTIVITIES. TWO LANES OF MAINLINE TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS AT ALL TIMES.

DETOURS OR LANE RESTRICTIONS SHALL NOT BE PLACED INTO EFFECT UNTIL THE CONTRACTOR IS READY TO COMMENCE WORK. TO ENSURE COMPLIANCE WITH THIS DIRECTION, EACH BRIDGE LOCATION TO BE PREPARED HAS CALENDAR DAY LIMITATIONS ON TRAFFIC RESTRICTIONS. THESE RESTRICTIONS ARE A PER SITE BASIS TO FACILITATE THE CONTRACTOR'S MEANS AND METHODS. I.E. ALL LOCATIONS DO NOT NEED TO BE REPAIRED CONCURRENTLY, BUT MAY BE AT THE OPTION OF THE CONTRACTOR.

A DETAILED REPAIR SCHEDULE SHALL BE PROVIDED TO THE CHIEF ENGINEER PRIOR TO COMMENCING WORK IN ACCORDANCE WITH SP 120B.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION SP 614 AND OTHER NOTED APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

## MP 163.8

TRAFFIC SHALL BE DETOURED AS SHOWN IN THE PLANS. CLOSURE SHALL NOT EXCEED 21 CONSECUTIVE CALENDAR DAYS AT THIS LOCATION.

## MP 193.1

TWO LANES OF TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS OF THE MAINLINE AT ALL TIMES. A SECOND LANE IN EACH DIRECTION MAY BE TEMPORARILY CLOSED IN ACCORDANCE WITH PERMITTED LANE CLOSURES TO FACILITATE SETTING OF PORTABLE BARRIER.

TO MINIMIZE MAINLINE TURNPIKE TRAFFIC IMPACTS, FULL DEPTH REPAIR FORMWORK SHALL BE ANCHORED TO SOUND CONCRETE AND LEFT IN PLACE FOLLOWING COMPLETION OF CONSTRUCTION.

ALL SINGLE LANE CLOSURES SHALL BE COMPLETED PRIOR TO NOVEMBER 2026 AT THIS LOCATION AND ARE LIMITED TO 21 CONSECUTIVE CALENDAR DAYS PER LANE. SHOULDER CLOSURES MAY BE IN PLACE UP TO 35 CONSECUTIVE CALENDAR DAYS TO FACILITATE ACCESS AND STAGING OF WORK AT THIS LOCATION.

THE FOLLOWING IS A SUGGESTED SEQUENCE OF CONSTRUCTION:

## PHASE 1

IN THE FIRST PHASE, CLOSE THE OUTSIDE (RIGHT) LANE, SHOULDER, AND PORTIONS OF THE CENTER LANE IN EACH DIRECTION IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-2, TCR-12, AND TCR-14 SHIFTING TRAFFIC TO THE MEDIAN. COMPLETE ALL REPAIRS IN THE PORTIONS OF THE CENTER LANE, RIGHT LANE, AND RIGHT SHOULDERS IN THIS PHASE.

## PHASE 2

IN THE SECOND PHASE, CLOSE THE INSIDE (LEFT) LANE, SHOULDER AND PORTIONS OF THE CENTER LANE IN EACH DIRECTION AS NECESSARY IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-2, TCR-12, AND TCR-14 SHIFTING TRAFFIC TO THE OUTSIDE SHOULDER. COMPLETE ALL REPAIRS IN THE LEFT SHOULDER, LEFT LANE AND PORTIONS OF CENTER LANE IN THIS PHASE.

## MP 215.4

ONE LANE OF TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS AT ALL TIMES ON ELLSWORTH-BAILEY ROAD NORTHBOUND AND SOUTHBOUND. CLOSE ONE LANE AND SHOULDER IN EACH DIRECTION AS NECESSARY TO COMPLETE THE REPAIRS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWINGS MT-95.40, MT-95.45 AND MT-102.10. EACH LANE RESTRICTION SHALL NOT EXCEED 21 CONSECUTIVE CALENDAR DAYS AT THIS LOCATION.

## MP 228.6

CLOSE THE LEFT SHOULDER AS NECESSARY IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-9 TO ALLOW FOR CONSTRUCTION ACCESS BELOW THE BRIDGE. THIS SHOULDER CLOSURE MAY REMAIN IN PLACE FOR NO MORE THAN 45 CONSECUTIVE CALENDAR DAYS AT THIS LOCATION.

CONTRACTOR WILL BE RESPONSIBLE FOR ERECTING AND MAINTAINING ALL TRAFFIC CONTROL REQUIRED TO PERFORM THE WORK.

PAYMENT FOR ALL LABOR AND MATERIALS NOT SEPARATELY QUANTIFIED SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP 614 - MAINTAINING TRAFFIC, AS PER PLAN.

## PROTECTION OF TRAFFIC

THE CONTRACTOR SHALL SUBMIT A PLAN TO PROTECT THE TRAVELING PUBLIC FROM ALL REMOVAL DEBRIS AND/OR CONSTRUCTION MATERIAL THAT MAY COME IN CONTACT OR POSE A DANGER TO THE TRAVELING PUBLIC. SLURRY AND/OR WASTE SHALL NOT BE PERMITTED TO FLOW ONTO OPEN LANES OF TRAFFIC OR INTO STORM SEWERS. THE CONTRACTOR MAY PERFORM THE WORK DURING A WEEKEND, IN ACCORDANCE WITH SP 104. THE PLAN MUST BE SUBMITTED TO THE COMMISSION AND GOVERNING LOCAL AGENCIES PRIOR TO THE COMMENCEMENT OF ANY WORK.

## UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

THE CONTRACTOR SHALL EXERCISE DUE CAUTION WHILE PERFORMING WORK ACTIVITIES AROUND EXPOSED UTILITIES. THE CONTRACTOR MUST ENSURE THAT THESE UTILITIES ARE NOT DAMAGED AS A RESULT OF WORK ACTIVITIES OR THE OPERATION OF EQUIPMENT, AND THE CONTRACTOR MAY BE REQUIRED TO PROVIDE TEMPORARY PROTECTIVE OR SUPPORT SYSTEMS IN ORDER TO PREVENT DAMAGE TO UTILITY LINES AND THEIR SUPPORTS DURING STRUCTURE REPAIR OPERATIONS. IF ANY UTILITIES ARE DAMAGED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND THE APPROPRIATE UTILITY OWNER(S).

## ORIGINAL CONSTRUCTION PLANS

THE ORIGINAL CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT, PROFILE AND DETAILS OF THE BRIDGE ARE AVAILABLE ON BID EXPRESS WITH THE OTHER BID DOCUMENTS.

## REMOVAL

### GENERAL:

THE CONTRACTOR SHALL REMOVE THE DESIGNATED PORTIONS OF THE EXISTING STRUCTURE TO THE LIMITS SHOWN ON THE PLANS OR TO THE LIMITS AS DIRECTED BY THE ENGINEER. WHEN SO DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL WET DOWN THE CONCRETE AS NECESSARY THOROUGHLY DURING REMOVAL OPERATIONS TO PREVENT SPREAD OF DUST. ALL NECESSARY LABOR, EQUIPMENT AND MATERIAL SHALL BE PROVIDED BY THE CONTRACTOR AND INCLUDED WITH ITEM SP 202, PORTIONS OF STRUCTURE REMOVED, FOR PAYMENT.

### CONCRETE REMOVAL:

CONCRETE SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL EDGED TOOLS AND/OR BY SAW CUTTING THE CONCRETE DECKS AND REMOVING IN SECTIONS.

CARE SHALL BE TAKEN TO ENSURE AGAINST DAMAGE TO THE STEEL AND CONCRETE MEMBERS WHICH ARE TO BE RETAINED AND TO PRESERVE THE BOND OF THE RETAINED REINFORCEMENT TO THE EXISTING CONCRETE. THESE BARS SHALL BE CLEANED OF ALL CONCRETE FRAGMENTS AND FOREIGN MATTER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH THE BARS; HAND TOOLS SHALL BE EMPLOYED FOR FINAL CLEANING. DAMAGED AREAS OF REINFORCEMENT THAT ARE TO REMAIN SHALL BE CUT AND STRESS TRANSFER ACCOMPLISHED BY EITHER A LAPPED OR MECHANICAL SPLICE. ANY ADDITIONAL REINFORCEMENT OR MECHANICAL SPLICES SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE COMMISSION. OTHER EXISTING REINFORCEMENT WITHIN THE REMOVAL LIMITS SHALL BE REMOVED AND DISPOSED OF.

## DISPOSAL OF REMOVED MATERIAL

THE CONTRACTOR SHALL NOT PERMIT ANY REMOVED MATERIAL TO DROP TO THE GROUND. MEANS SHALL BE PROVIDED FOR CATCHING REMOVED MATERIAL. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL DETAILS OF THE METHOD TO BE USED FOR REMOVING AND COLLECTING THE MATERIAL. ALL CONCRETE, STEEL, REINFORCING STEEL, ASPHALT, ETC. REMOVED FROM THE STRUCTURE, UNLESS SPECIFIED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROMPTLY REMOVED BY HIM FROM THE SITE.

UNDER NO CIRCUMSTANCES SHALL THE MATERIAL BE PERMITTED TO REMAIN ON THE PREMISES, RIGHT OF WAY OR STREETS PENDING DISPOSAL OF SAME OR FOR ANY OTHER PURPOSES, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.

## CUTTING OR BENDING OF REINFORCING BARS

ANY CUTTING OR BENDING OF BARS NECESSARY TO ACCOMMODATE ANY ESSENTIAL ELEMENT OF WORK RELATED TO THE PROJECT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL AND/OR ITEM SP 509 EPOXY COATED REINFORCING STEEL UNLESS OTHERWISE NOTED.

## DIMENSIONS

DIMENSIONS GIVEN ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS OTHERWISE NOTED. DIMENSIONS GIVEN FOR THE EXISTING STRUCTURE ARE FROM THE ORIGINAL CONSTRUCTION PLANS. SOME VARIATION FROM PLAN DIMENSIONS ARE EXPECTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER FIT-UP BETWEEN THE PROPOSED AND EXISTING CONSTRUCTION. ADEQUATE MEASUREMENTS SHALL BE MADE IN THE FIELD PRIOR TO FABRICATION OR INSTALLATION OF ANY PART TO ENSURE THAT ALL PARTS CAN BE PROPERLY ASSEMBLED AS SPECIFIED IN THE PLANS. ANY ADDITIONAL COST RESULTING FROM VARIATIONS FROM PLAN DIMENSIONS IS THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT WILL BE AWARDED BY THE COMMISSION.

## ITEM 509-REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE COMMISSION WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. AN ESTIMATED QUANTITY OF 100 POUNDS HAS BEEN INCLUDED FOR THIS WORK. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE COMMISSION.

## CONSTRUCTION JOINTS

CONSTRUCTION JOINT SURFACES SHALL BE FREE FROM OIL, LAITANCE, FORM RELEASE AGENT, OR ANY OTHER MATERIAL THAT WOULD PREVENT BONDING TO THE CONCRETE SURFACE. ALL LAITANCE AND OTHER CONTAMINANTS SHALL BE REMOVED BY HIGH PRESSURE WATER BLASTING WITH A MINIMUM PRESSURE OF 5,000 P.S.I. HOWEVER, WATER BLASTING SHALL NOT BE REQUIRED WHERE EXISTING CONCRETE HAS BEEN ROUGHENED BY JACKHAMMERS DURING CONCRETE REMOVAL OPERATIONS. SURFACES SHALL BE THOROUGHLY DRENCHED WITH CLEAN WATER AND ALLOWED TO DRY TO A DAMP CONDITION FREE OF STANDING WATER BEFORE PLACING CONCRETE. PREPARATION OF CONSTRUCTION JOINT SURFACES SHALL NOT BE MEASURED FOR PAYMENT. THE COST THEREOF SHALL BE INCLUDED IN THE CONTRACT PRICE OF THE PERTINENT CONCRETE ITEMS.

## EXISTING RIGHT OF WAY FENCE

IT IS THE INTENT OF THE PROJECT FOR THE EXISTING RIGHT OF WAY FENCE NEAR THE BRIDGE TO REMAIN, HOWEVER IF THE CONTRACTOR DEEMS IT NECESSARY TO REMOVE THE FENCE FOR HIS OPERATIONS AS APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL CAREFULLY REMOVE THE FENCE AND REINSTALL THE FENCE IN ACCORDANCE WITH ITEM 607. IF THE FENCE BECOMES DAMAGED DUE TO THE CONTRACTORS OPERATIONS THE FENCE SHALL BE REPLACED AT NO COST TO THE COMMISSION.

ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

## EROSION CONTROL

IT IS THE INTENT OF THE PROJECT TO NOT DISTURB ANY SEEDED AREAS AND/OR DRAINAGE ELEMENTS. ANY WORK INVOLVING SEEDED AREAS, DRAINAGE ELEMENTS OR EROSION CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT COST AND SHALL BE REPAIRED/PROTECTED AS DIRECTED BY THE ENGINEER.

ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

PROJECT 43-26-12	DATE: 03/25/2026	GENERAL NOTES (1 OF 4)		DESIGN AGENCY	
		VARIOUS COUNTIES		COMPASS INFRASTRUCTURE GROUP	
M.P. 163.8, 193.1, 215.4, & 228.6		CHECKED	NO.	REVISIONS	BY DATE
		DEB	2	ADDENDUM NO. 2	DEB 7/1/26
		IN CHARGE			
		EGG			
		DRAWN			
		SJD			

Z:\Projects\10105-OTIC 5 YR CES 99-23-13199-23-1304 Design Phase\Task-045\Structures\GENERAL NOTES 1.dwg, OTIC-Hall.dwg, PLOT DATE: 2026-07-01 2:38 PM, SCALE: 1:1, BY: dbuchanan